

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," 2,338 tons, Captain W. A. Valentine.
"FATSHAN," 2,260 " " R. D. Thomas.
"KINSHAN," 1,995 " " J. J. Lousius.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HUNAN," 2,363 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 P.M.
Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
Departures from Macao to Hongkong on week days at 7.30 A.M.
On Saturdays a second departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SALAM," 588 tons, Captain J. Wilcox.
"NANNING," 569 " " C. Butchart.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 5th November, 1906.

JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU	JAVA	Second half November	JAPAN	Second half November
TJILWONG	JAPAN	Second half November	JAVA PORTS	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	First half December
TJIBODAS	JAPAN	Second half November	JAVA PORTS	First half December
TJIPANAS	JAVA	First half December	JAPAN	First half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

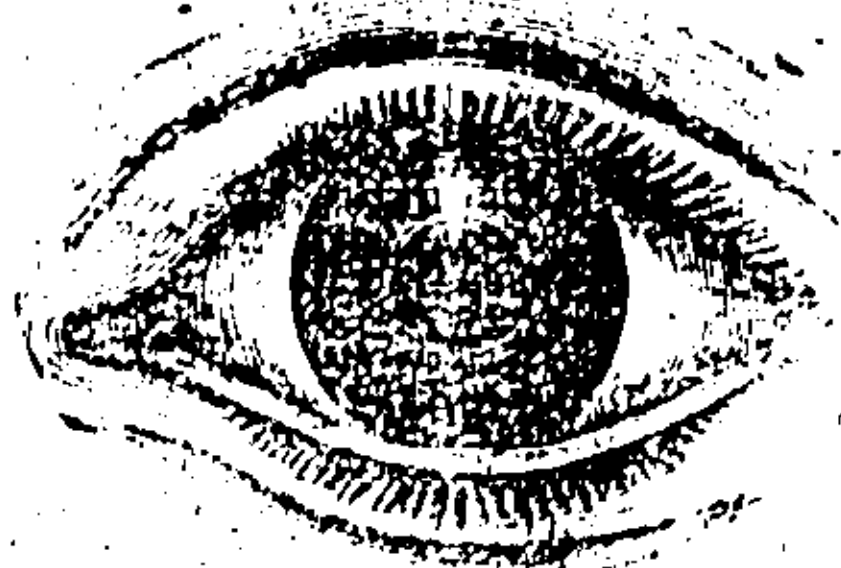
For Particulars of Freight and Passage, apply to
THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LINE
YORK BUILDINGS, 1st Floor.
Hongkong, 19th October, 1906.

WEST RIVER BRITISH STEAMSHIP CO.
HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS.
The steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30
These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
For further information, apply to—
BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.
Hongkong, 6th October, 1906.

EYES



RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, CALCUTTA, SHANGHAI,
27, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road
Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. CHAUN,
"THE LATEST METHOD
OF THE
AMERICAN SYSTEM OF DENTISTRY,"
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1906.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET,
REASONABLE FEES.
Consultation Free.
Hongkong, 20th July, 1904.

Details.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
SOUTH AMERICAN PORTS.
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
YORK	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.

ON WEDNESDAY, the 11th day of November, 1906, at Noon, the Steamship ROON, Captain G. Meiners, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port for above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 19th November, Cargo and Special will be received on Board until 5 P.M., on TUESDAY, the 20th November, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 20th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61.0.0.	\$42.0.0.	\$22.0.0.
Return	91.0.0.	63.0.0.	33.0.0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.0.0.	44.0.0.	24.0.0.
Return	97.0.0.	66.0.0.	36.0.0.
* TO NEW YORK VIA SUZ:			
Via NAPLES, GENOA or GIBRALTAR	64.0.0.	44.0.0.	26.0.0.
Return	115.0.0.	79.0.0.	47.0.0.
Via BREMEN or SOUTHAMPTON	68.0.0.	46.0.0.	27.0.0.
Return	123.0.0.	83.0.0.	49.0.0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland the SAME RATES to be APPLIED as VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,
SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 13th November.
PRINZ SIGISMUND	3,502	TUESDAY, 11th December.
SANDAKAN	1,793	TUESDAY, 8th January.

ON TUESDAY, the 13th day of November, 1906, at Noon, the Steamship WILLEHAD, Captain Ph. Oberbauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
Return	\$80.00	\$50.00	\$30.00
TO NEW GUINEA	\$28.00	\$18.10	\$14.00
Return	\$42.00	\$27.15	\$21.15
TO BRISBANE	\$30.00	\$20.00	\$14.00
Return	\$44.00	\$28.00	\$21.00
TO SYDNEY	\$31.00	\$21.00	\$15.00
Return	\$45.10	\$29.10	\$21.10
TO MELBOURNE	\$34.10	\$24.00	\$16.00
Return	\$48.55	\$32.55	\$24.55
TO YOKOHAMA	\$80.00	\$50.00	\$30.00
Return	\$120.00	\$70.00	\$40.00
TO KOBE	\$95.00	\$70.00	\$50.00
Return	\$140.00	\$100.00	\$70.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97.0.0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96.0.0.
From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

FOR	ABOUT
YOKOHAMA & KOBE	PRINZ SIGISMUND * WEDNESDAY, 21st Nov.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ REGENT LUITPOLD WEDNESDAY, 21st Nov.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH WEDNESDAY, 5th Dec.

* Reaching Yokohama in less than 6 days.

TRANS-AMERICAN THROUGH TICKETS FROM HONGKONG.

Via VANCOUVER or SAN FRANCISCO to NEW YORK by the C. P. R. Co.'s steamers, P. M. S. Co., O. S. S. Co., T. K. K., and from NEW YORK to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH or SOUTHAMPTON	\$62.0.0.
TO BREMEN	63.10.0.
TO PARIS VIA CHERBOURG	65.0.0.
TO NAPLES, GENOA VIA GIBRALTAR	65.0.0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS,
Hongkong, 8th November, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 15 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 15 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 15 minutes.
NIGHT CARS.	
8.45 p.m. and 9 p.m.	9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.	
8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.
NIGHT CARS as on Week Days.	
SATURDAYS.	
Extra cars at 11.30 and 11.45 p.m.	
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.	
JOHN D. HUMPHREYS & SON, Liquidators. Hongkong, 27th August, 1906.	

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S RAHTIENS' GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 7th March, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆國李

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 35, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 1st March, 1906.

NOTICE.

IT is hereby notified that FIELD FIRING will be carried out in the vicinity of Customs Pass and Sleepers Knoll, on the 5th, 6th, 7th and 8th instant.

T. SERCOMBE SMITH,
Colonial Secretary.

Hongkong, 5th November, 1906.

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1913, as now carried out is satisfactory, and, if not, what improvements can be made.
2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the inquiry aforesaid who in the opinion of the Commission makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,
W. BOWEN ROWLANDS,
Secretary.

Hongkong, 6th July, 1906.

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS AND DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-look, Fancy and Piece Goods, &c.
Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.
Hongkong, 1st February, 1906.

For Sale.

FOR SALE.

THREE WOODEN LIGHTERS.

Length 80' 0"
Breadth 24' 0"
Depth 9' 6"
Capacity 320 tons.
Complete for delivery within 5 weeks from this date.

Plan, Specification and Particulars from
C. E. WARREN & Co.,
30, Des Vœux Road, Central,
and
HOO CHEONG WO & Co.,
51 and 53, Connaught Road, Central,
Hongkong, 6th November, 1906.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$4.50 per Cask ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd October, 1906.

Intimation.

WM. POWELL, LTD.,
Ladies' Outfitters,
ALEXANDRA BUILDINGS.

SMART OSTRICH and MARABOUT FEATHER STOLES,

\$10.00

to

\$38.50

Each.

NEW BLOUSES

for AFTERNOON and EVENING wear.

GLOVES, HOSIERY, FOOTWEAR, GOLFERS, MOTOR CAPS,

BELTS,

UNDERWEAR, LACES, CHIFFONS, RIBBONS,

and a Splendid Selection of

MILLINERY.

REASONABLE PRICES.

POWELL'S HONGKONG.

Hongkong, 5th November, 1906.

Intimations.

K. A. J. OHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S;
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.

SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE BOXES.

MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA SERONGS.

MANDARIN COATS, COTTON SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that GEO. E. KEITH COMPANY, of Station Avenue, Brockton, Massachusetts, U.S.A., Root and Shoe Manufacturers, have, on the 20th day of March, 1906, applied for the registration in Hongkong in the Register of Trade Marks, of the following Trade Mark:—
The representation of a man in evening dress stepping over a boot and the words "Walk Over."

in the name of GEO. E. KEITH COMPANY, who claim to be the sole proprietors thereof. The Trade Mark has been used by the applicants, in respect of the following goods:—
BOOTS AND SHOES, IN CLASS 38.
A Facsimile of the Trade Mark can be seen at the office of the Colonial Secretary of Hongkong.

Dated the 8th day of September, 1906.
DENNY & BOWLEY,
Solicitors for the Applicant.

Auction.

EXTRAORDINARY ART SALE BY PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

SATURDAY, the 10th November, 1906, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A SUPERB COLLECTION OF JAPANESE GOLD DAMASCENE WARE, comprising:—

GOLD CIGAR BOX, INCENSE BURNERS, INKSTANDS, FLOWER HOLDERS, BROOCHES, SLEEVE LINKS AND STUDS, NECKLACES, BUTTONS, HAIR PINS, &c., &c., &c.

N.B.—There has never been as important an exhibition of these wonderful Articles outside Japan and suitable for Xmas and New Year's presents.

On view from to-day. Catalogues will be issued. TERMS—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 8th November, 1906.

Notice of Firm.

MARINE INSURANCE.

I HAVE this day established myself in SHANGHAI as AVERAGE ADJUSTER and am prepared to undertake the adjustment of General and Particular Average and other Claims.

Telegraphic and Postal Address: "WADMAN SHANGHAI."

H. P. WADMAN, Corresponding Associate, Association of Average Adjusters, Great Britain.

22nd October, 1906.

Entertainment.

AL FRESCO FETE IN AID OF THE FUNDS OF THE SOCIETY OF ST. VINCENT DE PAUL.

TO BE HELD IN THE Compound of the Roman Catholic Cathedral, ON

SUNDAY, 11th November, 1906, from 9 P.M. to 11 P.M. ADMISSION TICKET \$1

Which is entitled to a Souvenir on its presentation at the Souvenir Pavilion on the evening of the Fete only.

THE public is respectfully invited to inspect the various Stalls from 2 to 7 P.M. on the 11th instant during which time Machado's String Band will be in attendance.

Tea and Cakes will be served during the afternoon.

By kind permission of Lieut.-Col. A. C. FITTON and Officers of the Band of the Second Battalion "The Queen's Own" (Royal West Kent Regiment) will play from 9 to 11 P.M.

Tickets can be obtained from to-day at Messrs. Grace & Co., Hongkong Hotel Stall, and at the Roman Catholic Cathedral Compound on Sunday, the 11th instant, from 9 A.M. to 7 P.M., and at the Gate on the night of the Fete.

Hongkong, 1st November, 1906.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 13th of November, 1906, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 13th of November, 1906, at 9.30 A.M.

All Claims must reach us before the 19th of November, 1906, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 7th November, 1906.

THE H. A. L. Steamship

"RHENANIA,"

Captain von Hoff, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 5th November, 1906.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "DEN OF KELLY," FROM MIDDLESBOROUGH, GLASGOW AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,

Agents.

Hongkong, 3rd November, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Himalaya*.

From Australia.

From Calcutta.

From Persian Gulf, ex D.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 2nd November, 1906.

THE PROGRESS OF BALLOONING.

AN INTERVIEW WITH WALTER WELLMANN.

Paris, October 2.—Mr. Walter Wellmann, in the Hotel Continental this afternoon, looked ten years younger than when I saw him one hot day in June, just before his departure for the North Pole. It was natural that our conversation should concern ballooning, with which Paris has been ringing these last few days, to the great profit, I may tell you, of the "camélot." Only this afternoon one of the fraternity hurried me from my house to buy his sheet because of his raucous cry: "Horrible catastrophe! Aeronaut hurled to death!" Happily, Mr. Rolls is quite well and safe, and that camelot—well, he was out of earshot, and of gunshot for that matter, by that time.

I asked our explorer if science was advanced by the competition of Sunday. "I think not," he said; "but I consider the contest remarkable in another sense—in the pluck displayed by such a number of persons. I have a great admiration for their qualities of nerve. It is no easy thing to cross the sea in a balloon, though it may seem so to us sitting comfortably in our chairs. One never knows what will come of it. Those aeronauts who essayed the Channel in its widest part took their lives in their hands; they might have been blown out to the Atlantic Ocean."

"Does the race prove anything to your mind?"

"Yes; it proves that a carefully built balloon can stay in the air a long time. Some of the people who went up on Sunday afternoon stayed nearly twenty-four hours in the air. That is a long space for a small balloon, and considering the amount of ballast carried, I understand that some of the competitors could have remained longer in the air, but that they feared being carried over the North Sea, and considered it more prudent to descend."

THE LUNGS AND THE MUSCLES.

"Ballast plays a very important part in ballooning?"

"Yes. You might compare the gas-bag to the lungs of a human body and the ballast to the muscles. Ballast, of course, constitutes the means of control. If you have no ballast you must come to earth the moment your balloon loses its ascensional force. By lightening the load, the balloon immediately rises. A balloon of 2,250 cubic metres might easily carry six or seven passengers; but you can hardly use passengers as ballast: it is not decent or humane."

The interviewer thought, with British petulance, that he detected a joke, but there was no sign of it on the face of the speaker. "Hence," he continued, with great gravity, "the Aero Club was right in limiting the number carried in each car to two."

I was anxious in the public interest to learn, from the mouth of an acknowledged expert, where the skill came in in the conduct of spherical balloons. Were they not merely the sport of the winds of heaven, I hazarded impulsively?

"Certainly chance has something to do with it," returned my interlocutor, "but so has science. An aeronaut has to understand the currents of the air, to throw out ballast when required, to know when he should 'guide-rope.' Also, he should know the expanding force of the sun on his silk, and take precautions which may sometimes mean letting out gas by the valve. He has got to have a meteorological knowledge and a knowledge of physics."

"The guide-rope acts as a governor; its function is to save ballast."

EXPERIMENT IN AIR-CURRENTS.

Mr. Wellmann's reference to meteorology suggested the question whether there was not much knowledge to be obtained as to currents in the upper air.

"Certainly," he said. "Experiments of that kind are now being made by the German Professor Herzog, whom I met at Spitzbergen. He was attached to the Prince of Monaco's expedition. His method is to send small balloons or kites into the air, and he has been able to obtain much interesting meteorological information. For instance he discovered that there were cyclonic air currents blowing at a great height in the air, and furthermore that the temperature at these altitudes was extremely low. It was personally useful to me to have this information. Some people thought we should go high in the air, but our motor could not work in so low a temperature, which proves that our instinct in keeping close to earth was a sound one."

Mr. Wellmann thinks that much good work could be done by studying currents in the upper air, and suggested that the Great Powers should combine to carry on simultaneous experiments.

As to the future of aerial navigation, the American explorer thinks it will lie in the development of the flying machine, in the school of "heavier than air." He considers that the best type of machine is that invented by the Wright Brothers, of Ohio. It is interesting to note that solid work is being done in solving the flying machine problem by that splendid Scotsman, the inventor of the telephone Dr. Graham Bell.

Mr. Wellmann hopes to resume his attempt on the Pole by airship in July next. For the moment he is here to superintend alterations to the mechanical parts of his ship.—*Mail Gazette.*

THE TYPHOON.

Have you ever heard the deadly sound that comes in a typhoon's song? As they know it this month around the coast of Manila and off Hongkong? If so you wouldn't wonder to know it has cost a thousand lives. But—it's hard on the children and on the widows who yesterday were wives.

I suppose it's just around that spot one gets them at their worst. But one usually has a hint from the glass—the barometer tells us first.

There's a nasty calm and a sea like oil before it begins to blow. And the mercury drops until one wonders how it can get so low.

There are sailing directions that help a bit, but it's pretty hard to tell. Where a typhoon's coming from while one waits on the top of the rolling swell?

If the warning comes, and comes in time, to liner or to tug it's fairly easy to ride the storm when everything is snug.

There's an awful pall comes on the sea and the air is still as death. The sails hang limply from the yards and one almost gasps for breath.

Then on, with a roar, the tempest comes, and amidst the din and wrack the gale veers round and, before one knows, the canvas is all a-back.

"Magnificent" Hayes and "Calliope" Kane knew what a typhoon meant.

One under sail and one with steam right into the storm cloud went.

And unless my knowledge of British sailors has gone along a long way wrong our men would have done the same last night if they could outside Hongkong.

But—they hadn't a chance to get away, and the region of Kowloon

Isn't just the sweetest spot on earth in the midst of a big typhoon.

The tempest bursts and the wind amidst the rigging shrieks and moans.

If one can't get out, and the cable parts—it's the locker of Davy Jones.

It doesn't last long and the morning breaks with a bright sky overhead.

But the shore is strewn with wreckage, and the bodies of the dead.

One has to meet perils by land and sea, and one never knows how soon.

But God help the ship on a lee-shore when she faces the wild typhoon!

—Madge St. Maury in the *People*.

Sept. 19, 1906.

To Let.

TO LET.

NOS. 8 and 16, LEIGHTON HILL ROAD. No. 51, WONG-NEI-CHUNG ROAD.

Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 7th November, 1906.

TO LET.

A FLAT and THREE ROOMS, near the Hongkong Bank, suitable for Offices, Moderate rental.

Apply to—
X. Y. Z.
C/o Hongkong Telegraph.
Hongkong, 17th October, 1906.

TO LET.

ONE GODOWN, at EAST POINT, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet.

Apply to—
JARDINE, MATHESON & Co.
Hongkong, 15th October, 1906.

TO LET.

EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Voeux Road Central, (formerly occupied by Messrs. Shewan, Tomes & Co.

Apply to—
HO TUNG,
Comptroller Department,
Jardine, Matheson & Co.
Hongkong, 26th September, 1906.

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAVA EAST. A HOUSE in CLIFTON GARDENS, Con-dell Road.

A HOUSE in RIFON TERRACE. A HOUSE in WONG-NEI-CHUNG ROAD. FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 5th September, 1906.

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1906.

Intimations.

OF THE MULTITUDES

who have used it, or are now using it, we have never heard of any one who has been disappointed in it. No claims are made for it except those which are amply justified by experience. In commending it to the afflicted we simply point to its record: It has done great things, and it is certain to continue the excellent work. There is—we may honestly affirm—no medicine which can be used with greater and more reasonable faith and confidence. It nourishes and keeps up the strength during those periods when the appetite fails and food cannot be digested. To guard against imitations and substitutions, our "trade mark" is put on every bottle of "Wampole's Preparation," and without it none is genuine. Its palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Taken before meals it creates an appetite, aids digestion, renews vital power, drives out disease germs, makes the blood rich, red and full of constructive elements, and gives back to the pleasures and labours of the world many who had abandoned hope. Dr. S. H. McCoy, of Canada, says: "I testify with pleasure to its unlimited usefulness as a tissue builder." Its curative powers can always be relied upon. It makes a new era in medicine, is beneficial from the first dose and represents effective medical treatment of the twentieth century. "You can trust it as the Ivy does the Oak." One bottle convinces. Watch carefully, against imitations. At all chemists here and throughout the world.

12

BANK HOLIDAY.

IN accordance with Government Notification No. 922 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-MORROW, the 9th November, the Anniversary of the Birthday of His Most Gracious Majesty King Edward VII.
Hongkong, 8th November, 1906.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE is hereby given that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-MORROW, the 9th November, the Anniversary of the Birthday of His Most Gracious Majesty King Edward VII.

By Order,
A. R. LOWE,
Secretary.

Hongkong, 8th November, 1906.

CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

A FINAL DIVIDEND of One Shilling per Share free of tax for account of year ending 28th February, 1906, has been declared by the Directors of the above Company. COUPON No. 7 is payable on 2nd November at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.

SHewan, TOMES & Co., Agents.
Hongkong, 31st October, 1906.

THE WINE GROWERS SUPPLY CO.



BARRETTO & Co.,
General Agents, Hongkong.

SYRUPS.

Gum	
Grenadine ...	
Raspberry ...	
Lemons	p.cqts. p.cpts. p.bl.q. p.bl.p.
Red Currant	\$15.00 \$17.00 \$1.50 \$0.75
Lime	
Vinegar	
Lime Juice Cordial...	\$8 p. c. 1 doz. \$1 p. bot.

MINERAL WATERS.

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CONFECTIONERY.

We have just unpacked our 'New Season's' Confectionery imported from the leading London and Parisian Houses including—

CHOCOLATINES, CHOCOLATES.

CARAMELS, PRALINES, FONDANTS.

FRUIT-JELLIES, NOUGAT, TURKISH DELIGHT.

PASCAL'S TOFFEE and MIXED SWEETS.

CADBURY'S SUGARED ALMONDS, BURN'T ALMONDS.

WALNUTS, MILK CHOCOLATE, NUTTONA, &c.

Packed in the daintiest boxes or in the simplest to send the taste.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 26th October, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MSS., nor to return any Contributions.

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6 MONTHS—\$5 per annum.
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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, NOVEMBER 8, 1906.

VICEROY CHOU FU'S FIRST REFORM.

Although fully three years have elapsed since the ratification of what is known as the Mackay treaty, under which the Chinese Government agreed to certain commercial reforms which not only marked an advance in Chinese official opinion but also opened the door to improved foreign relations, comparatively little has been done to give effect to the terms of that treaty. The second article of the treaty provided that China would "take the necessary steps to provide for a uniform national coinage which shall be legal tender in payment of all duties, taxes and other obligations throughout the Empire by the British as well as Chinese subjects." The bugbear of varying values in the different provinces has had a harassing effect on the internal prosperity of China, and has retarded its development in a variety of directions, but none has appreciated its inconvenience more completely than the foreign merchant with export agencies. Now, there is a ray of hope that this anomalous condition of affairs is to be remedied by the introduction of a uniform system of national coinage throughout the Empire. And it is some satisfaction that we note Canton has been selected to lead the way in making evident the advantages of a universal coin value within the Middle Kingdom. His Excellency Chou Fu, who is expected at Hongkong to-day en route to assume his duties as Viceroy of the two Kwang provinces, is responsible for the innovation, and his proposal that the provincial coinage will be suppressed at the Canton mint in favour of "Tai Ching"—or national—coins affords a happy augury of the benefits likely to ac-

cure from his reign at Canton. It had been mooted that the new Viceroy had in view the adoption of the principle enunciated in the Mackay treaty, but only the most tentative steps had been taken to carry the scheme into effect. Probably His Excellency felt that it was useless to bring the subject actively before the public while he held position in Liang-Kiang, but now that he is vested with the powers of Viceroy at Canton, where his views and the suggestions of his advisers can be given expression under his own personal supervision, the question has been removed from the sphere of possible legislation and become part and parcel of the practical politics of Southern China. Fortunately, Viceroy Chou Fu comes south at a time when the merchants, gentry and guilds of Canton are eager to advance any scheme which has for its object the betterment of the country's financial status. Provided the idea is apparently feasible, in practice it will certainly be given a trial, for of all the Chinese it is unquestionable that none is more open to argument and enlightened teaching than the Cantonese. No matter that a multitude of projects are under weigh at the present moment, that money—Chinese money—is required for many reproductive works which are being carried on simultaneously, the spirit of enterprise is sufficient to support any proposal which has for its object the promotion of Chinese interests. The effect of a national coinage of universal value is so apparent that it is hardly necessary to discuss the matter. Under the present system it is possible for a traveller to lose half his capital by repeated exchanges in the various provinces of the Empire. With a uniform coinage, the value of his capital would be equally the same in Kwangtung as in Fukien province. The people who would suffer, in any degree, are the bankers, whose profitable business of exchange would be largely diminished, while the host of money-changers unconnected with the banks, that is to say, without any draft business—would be practically driven out of the money market. But against that, there is the enormous gain to the industrial classes by the just appreciation of their capital, which would not then be liable to the arbitrary fluctuations dictated by the banking guilds; and the security offered to traders, both native and foreign, by the elimination of speculative dealings in token money. For the present, the new Viceroy has adopted a *festina lente* policy, limiting the experiment of issuing "Tai Ching" coins to the two Kwang provinces only. But there seems little doubt that the experiment will prove successful, with the result that the other provincial authorities will recognise the advisability of following the lead given by Viceroy Chou Fu. Canton has been the headquarters of many able viceroys and its traditions are not likely to be impaired—if we adopt the present reform as a measure for future guidance—by the accession of H.E. Chou Fu to the viceroyalty.

THE CHAIR-COOLIE.

No one will dispute the assertion that European residents and especially strangers endure much at the hands of the gangs of chair-coolies and ricksha-pullers who abound in Hongkong. It seems to be part of their creed that the foreigner is fair game to be victimised on every possible occasion, and the growl of the London cabman when he is tendered his legal fare is as a summer zephyr when compared with the Red Indian whoops and maledictions of the coolie who has not been grossly overpaid. To begin with, no European would dare to pay a coolie his statutory fare; he invariably disgorge to the extent of fully 100 per cent. beyond what is actually due, but even then he is liable to be assailed with a hurricane of abuse and a torrent of epithets. Fortunately, most Europeans are ignorant of the Chinese language, otherwise they would learn something about their unrecorded history that would amaze them. More fortunate still, European ladies have not as a rule the slightest notion what the coolie is saying, else their sensibilities would be shocked beyond recall. When it is understood that the coolie is clamouring for more money, the victim usually hands over the excess simply to get rid of the licensed usurer. But there are a few who take their courage in both hands and secure the services of the police to bring the necessary nuisances to justice. Few have the time to spare to attend the police court, while the majority of people have as much repugnance to the Magistracy as Satan has to holy water. When the courageous individual representing not merely himself but the community at large seeks the aid of the law in an effort to keep these rascals within bounds he naturally expects that punishment will be meted out to them in such measure that they will refrain for the future from pestering passengers. They have the community at their back, those who prosecute the insulting coolies, and the community awaits to see how the Court will deal with them, so that they and their like may be taught such a lesson on the subject of honesty that they

will not forget it. On Tuesday, a gentleman appeared against a couple of chair-coolies who had refused to accept their legal fare. The Magistrate gravely heard the case, found the delinquents guilty, and after much cogitation and scratching of his quill, turning up the law and consulting the authorities, he imposed a fine of \$1 each! The coolies nearly had a fit on the spot; it was the hugest farce in which they had ever participated. Needless to say, there was no hesitation about paying the fine, and the coolies went off to relate their exploits and to be regarded as the heroes of the kerbstone. Did that fine deter others from following in the footsteps of the first pair? Of course not; keen rivalry existed, and there were others who were determined to become men of renown at the expense of the European population. The other day, Mr. A. H. Rennie, one of the leading citizens of Hongkong, decided that it was absurd to be "rooked" day after day by chair coolies. He had been paying them 150 per cent. above their legal fare, so he resolved in future that he would reduce the gratuity to 50 per cent. The news that the honorarium, which had come to be regarded by the coolies as their rightful due, had been reduced spread like wildfire through the city and when Mr. Rennie tried once again to hire a chair the coolies fled from his sight. If he caught them they were "engaged." So when he found ten empty chairs all in a row he called them; and one and all refused to carry him and they were handed over to the police—twenty men. They appeared at the Court to-day, and so far as we can understand there was not the slightest semblance of a defence. When we say "they appeared" we are in error, for only thirteen bowed to the bench; the others were seeking fresh fields. As a rule thirteen is an unlucky number, but in this case it was made clear that the old superstition which gave birth to that idea is a base myth. The Magistrate—the same gentleman who heard the former case—listened to the story, once more solemnly juried over his tomes and pronounced a sentence calculated to make the most depraved ruffian shiver in his shoes—he fined them \$2 each! But, it may be asked, what about the seven who failed to appear? Well, having failed to appear, what necessity was there for bringing them to justice at all? The case was over and done with; why make so much bother about a trivial matter of this sort? It would be too ridiculous. So the intelligent wrongdoer who is found out in future—simply ignore them and go about your business. Really, these sentences at the Magistracy are no more or less than travesties of justice. They will never deter chair coolies or ricksha-pullers from taking advantage of their fares, or violating the terms of their licence. Surely Europeans are entitled to some protection against the scandalous extortion of the Hongkong gondolier, but Europeans are becoming so accustomed to matters of this kind that they simply grin and bear it, adding another stone to the cairn of troubles to which they have to submit when they take up their residence in the Far East.

LOCAL AND GENERAL.

The German mail of the 10th October was delivered in London on the 7th inst.

The P. and O. Company's mail steamer *Malta* arrived at Shanghai at 10 o'clock this morning, thereby relieving, no doubt, the anxiety of the people of the Northern Settlement regarding the vessel.

ONE N.C.O., 3 sappers, and 5 sappers (Native position) Royal Engineers, will move into camp near the Reservoir on "nipoo Road, New Territory, on the 10th instant, for purpose of repairing damaged telephone lines.

PIER Box, an old offender, was again summoned before Mr. F. A. Hazell this morning, at the Police Court, for allowing twenty-two buffaloes to stray in Austin Road, Kowloon, on the night of the 3rd instant. Mr. N. Gardner, of Mr. O. D. Thomson's office, appeared for the defendant and pleaded guilty on his behalf. A fine of \$5 was imposed.

THE American steamer *Yuma*, which was to have been disposed of by public auction, at noon to-day, by Mr. Geo. P. Lammer, was withdrawn for want of reasonable offers. The two lots of land which were to have been offered for sale this afternoon by Mr. Lammer, by order of the mortgagees, were also withdrawn temporarily, pending negotiations for settlement.

THE following team has been selected to represent the Civil Service club in a friendly match against the R. G. A. Sergeants' Mess to-morrow; play to start at 2 p.m. sharp on the Civil Service Club's ground: Messrs. W. H. Kelly (Capt.), P. R. Adams, P. T. Lample, L. E. Brett, A. J. Jordan, G. Hoggart, F. T. Robins, F. Bacon, A. Tucker, Mr. Gast and E. W. Stedman.

SIXTY undesirable from Saigon arrived in the Colony this forenoon on board the steamship *Shahjahan*. Immediately on arrival the bunch were taken charge of by Lance-sergeant Winter, of the Water Police, and removed to the Central Police Station, a few being carried in chairs. From there, after a description of them had been taken, the undesirables were shipped to their homes.

THE following will represent Hongkong Cricket Club in their match against the "United Services" on Friday and Saturday, 9th and 10th instant, respectively. Play commences on each day at 1.45 p.m.—Messrs. R. Hancock, W. C. D. Turner, T. F. Pearce, Harry Hancock, W. A. Powell, C. H. Mackay, A. O. Laug, E. A. Fowler, R. A. B. Ponsonby, R. E. O. Lind and W. Pike.

THIS evening at the Union Church Literary Club Dr. J. C. Thomson will deliver a lecture on "The bites and stings of venomous animals." This lecture is to be illustrated by some fine specimens which have been kindly lent by the City Hall authorities, and it is hoped there will be a large audience present to hear Dr. Thomson. Mr. H. Huisshouse will take the chair at 9 p.m. prompt.

SANITARY Inspector Coysh summoned Ying Kee, conservancy contractor, of No. 67, Connaught Road Central, before Mr. C. A. D. Melbourne, this morning, at the Police Court, for committing a breach of his contract. It was alleged by the prosecution that defendant allowed conservancy boat No. 1,026 to lie alongside the quay until after six o'clock on the evening of the 2nd instant. The defendant pleaded guilty to the charge and was fined \$50.

YEUNG Po San, a boarding house keeper, of 245, Des Voeux Road Central, was summoned by Detective-sergeant Grant, before Mr. C. A. D. Melbourne, this morning, at the Police Court, for shipping an emigrant on board the steamer *Kumtong*, on the 2nd instant, by fraudulent means. According to law an emigrant, before he can leave the Colony, must remain in a boarding house for forty-eight hours so as to enable him to undergo a medical examination. This accused failed to see done, and he was fined \$25.

THE British steamer *Victorious*, which recently put into Manila in distress, will be repaired at Cavite. Her cargo is now being discharged by Captain Robinson. The forward part of the ship which was injured by striking on a reef in Macassar straits has been repaired sufficiently to enable her to go to sea. The propeller shaft and propeller are to be repaired at the Varadero at Cebu. The stern of the ship will be raised high enough out of the water for the workmen to get at the propeller and stern bearings. The work of discharging the large cargo of sugar will be completed in a few days.

SERGEANT Lee, No. 2 Police Station, summoned the owner of truck No. 667 before Mr. F. A. Hazell, at the Police Court this morning. The charge against the defendant was that of "using his truck in Queen's Road East on the 4th instant, the wheels of which were fitted in such a manner as to allow oscillation or 'side play'." The owner admitted that the truck was a "Shakey" and he was fined \$3. No other conviction has been secured, perhaps, and vehicle inspector will take up the matter and inspect some of the rickety rickshaws that ply in the Colony, and see that the wheels that are on a few of the rickshaws are repaired and the "oscillation" and "side-play" that they now perform are abolished.

MR. A. H. Fennie, of No. 2, Chater Road, appeared to have been greatly inconvenienced by chair coolies of late. At the Police Court this morning he prosecuted the bearers of ten public chairs for refusing to accept hire on the 4th instant. Inspector Ritchie, who was present, informed the Court that there were only thirteen defendants present, instead of twenty, seven of the coolies failing to answer the summons. The complainant said that formerly he was in the habit of giving the coolies much more than what they were entitled to. This was brought to his notice and he accordingly made a reduction in what he formerly paid them. The result was that no chair coolie would accept him. His Worship fined the coolies \$2 each. What about the seven missing coolies?

A VERY peculiar case of how stolen property returned to its rightful owner was told at the Police Court to-day by Inspector Ritchie. Some weeks ago a shoemaker, carrying on business in Square Street, went to Canton to purchase a quantity of velvet shoes. On the way to Hongkong he discovered that he had lost sixty-two pairs and on landing reported the matter to the police. Days went by and nothing resulted. Yesterday morning two young women walked into the shop during the shoemaker's absence and handed to him six pairs of velvet shoes, which they said wanted touching up. The *faki*, knowing nothing of his master's loss, told the women that he would attend to the work at once and told them to call round in the morning for the shoes. When the shoemaker returned to his shop he immediately recognised the shoes as those he purchased in Canton, and when the young women called this morning they were given in charge. They could not explain in how they came in possession of the shoes, simply saying that they purchased them in the street, forty cents a pair, but could not produce the person who sold them. The women were therefore charged before Mr. C. A. D. Melbourne, at the Police Court, to-day, with unlawful possession. One was fined \$5 and the other was discharged.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 8th at 12.15 p.m. The barometer has fallen slightly at all stations. Pressure remains low over the Pacific to the East and N.E. Luzon. The highest pressure is over Central China.

Strong monsoon will continue in the Formosa Channel and the N. part of the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N. winds, moderate; cloudy, some light rain.
2.—Formosa Channel, N.E. winds, strong.
3.—South coast of China between Hongkong and Lamma, N.E. winds, fresh.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

HIS EXCELLENCY THE GOVERNOR.

PROGRESSING FAVOURABLY.

The following statement was issued from Government House this morning: "Under the orders of his medical advisers, His Excellency the Governor is reluctantly compelled to postpone indefinitely the Ball which was to have been held at Government House on November 15th, in honour of His Majesty's birthday, and to cancel all his engagements for the present."

OFFICIAL BULLETIN.

The following bulletin was posted at Government House to-day:—

"His Excellency the Governor is progressing favourably—had a fair night."
"J. M. ATKINSON, M.D."

SCOTCH MASON'S DANCE.

A SUCCESSFUL OPENING NIGHT.

Hongkong is woefully lacking in amusements in these days, and residents are hard pushed to arrange entertainments which will lend their thoughts away from the daily grind of labour. But while the men toil and moil for the benefit of the landlord and his kind, their attention is diverted for at least part of the day, so that they do not know the terrible ennui which exists in their homes while they are adding up the spare cash which constitute their profits. It is the feminine section of the community which understands what a weariness of the flesh means, which thinks with regret of the windows of Bond Street, for in this case, the wonders of Sanchall Street, the Brompton and the Cowcross. For the Scotch ladies are none the less Scotch because they have come to Hongkong awa. Fortunately there are some Scotsmen who are not always thinking of the pawbees, and chief among these are the members of the Scottish Masonic Quadrille Association. Not that the Association is composed of Scotsmen alone; far from it. Some of them hail from Pune, and there are even Aberdonians amongst the Scots. At all events, the Association has arranged a series of dances for the winter season, and the first took place in St. Andrew's Hall last night. To be quite accurate, they started in St. Andrew's Hall, but who ever heard of a Scotsman being content with what he got? No sooner had the dance started than they annexed St. George's Hall also; they would have flowed into St. David's, routed out St. Patrick's, and commandeered any other halls dedicated to the saints. The weather was delightfully cool, Mr. Machado's band was in the flower of form, and the floor was excellent. In these circumstances, it may be imagined that the ball was a thorough success from start to finish. The decorations were in admirable taste and there was nothing to mar the enjoyment of the evening. The committees in charge of the arrangements—and they deserve every praise for their efforts—were: Hallroom—Messrs. McLeod and Sibbitt; bar, Messrs. Howell and Hill—Invitation—Messrs. Bridges, Howell, Fittcock, Jillings, Hill, Allen and Blake. Dr. Jordan was unavoidably absent and Captain Marchant led the opening lancers. Messrs. McLeod and Sibbitt were the M.C.'s. The dance ended in the early hours of the morning, and it is certain that all who participated in the pleasures of last night will look forward with eagerness to the next dance, which takes place on the 3rd December. The General Committee appointed from the various lodges is as follows: District Grand Lodge Scottish Freemasonry—R. W. Bro. Dr. C. P. Jordan, Dist. Gr. Mr. R. W. Bro. F. Howell, Dep.; R. W. Bro. J. I. Andrew, S. W.; R. W. Bro. G. Watkins, J. W. Lodge St. John, No. 618 S. C.—Wor. Bro. Bridger, P.M. a/c R.W.M.; Wor. Bro. Tarrant, P.M.; Wor. Bro. Tarrant, P.M.; Wor. Bro. Allan, W. J. W.; Wor. Bro. Jillings, S. D. Lodge Naval and Military, No. 848, S. C.—Bro. A. W. Hill, W. S. W. Bro. J. J. Blake, Secretary; Bro. J. McLeod, Steward, Bro. H. E. Lowther, M. M. Lodge Eastern Scotia, No. 913, S. C.—Wor. Bro. C. Fittcock, R. W. M. Wor. Bro. A. Ritchie, W. S. W. Wor. Bro. J. Sibbitt, Steward.

THE YUE-TAN RAILWAY.

NEW SUPERINTENDING DIRECTOR.

[From a Correspondent]

Canton, 7th November.

It is understood that at last H.E. Tong Shiu Yee has consented to return to Canton. Many requests were made to him to come and take up the duties of superintending director of the Yuehan Railway Co., Ltd., but he has constantly refused. But before leaving Shanghai, H.E. Chow Fu, Viceroy-designate of the two Kwang, sent a telegram to H.E. Tong Shiu Yee, requesting his return to Canton, and to take up the duties of superintending director of that company. This H.E. Tong, who is now in Peking, has at length consented to do, and has stated that he will be in Canton at an early date to take up his new duties.

A BIG LOAN.

H.E. Tong Shiu Yee is negotiating for a big loan with a British Bank in Peking for the Yuehan Railway Co., Ltd. The loan is for £1,000,000, to bear interest at 4.93%, and to be repayable by instalments to complete the repayment of the loan in 124 years. Of this amount it is proposed that £700,000 shall remain in London, for the purpose of paying for the purchasing of railway material as required by the Company, the Bank to charge another 3 per cent. as commission on disbursements for such purposes, but the Bank is holding out for more, because the delay in the negotiations.

DISSENTING DIRECTORS.

Chang To Chai, president of this branch of the railway, has tried time and time again to resign from the Board of Directors, but on each occasion H.E. Viceroy Shum has refused to permit it. On the other hand, it is curious to note, as soon as Hong King Tong, the late vice-president, tendered his resignation of that position, and of his seat on the Board of Directors, it was at once accepted by H.E. Viceroy Shum, without any demur.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

RAGING FIRE IN CANTON.

SHAMEEN IN GRAVE DANGER.

OVER A HUNDRED HOUSES ALREADY DESTROYED.

[From Our Own Correspondent.]

Shameen, 8th November, 4.40 p.m.

A disastrous fire is raging opposite the Shameen.

Over a hundred houses have already been utterly destroyed by the flames.

A strong wind is blowing, with the result that sparks are flying far and wide, threatening danger to buildings in the vicinity.

At one time grave fears were felt that the fire would spread to the Shameen itself on account of the ferocity of the fire and the profusion of sparks.

Fortunately, the direction of the wind changed and the fire was diverted to another quarter.

The Shameen is in no danger now.

[In the section which is being devastated by the flames there are many Chinese *hong* of exporters having trade connections with European firms. Among those which may be mentioned are the offices of the China Merchants, Watson's Chinese department, Hing Kee & Co., and the Mutual Stores besides other well-known establishments. It may be remembered that this district was not many weeks ago the scene of a serious outbreak of fire which also did considerable damage.—Ed., H.K.T.]

THE KING'S BIRTHDAY.

TO-MORROW'S PARADE.

The following Orders have been issued by Colonel C. H. Darling, Chief Engineer, Commanding the Troops in South China:—

Friday next, the 9th November, being the anniversary of the Birthday of His Majesty King Edward VII., the Troops in Garrison will parade as strong as possible in the Happy Valley.

The Division will be formed in two lines at 40 paces distance with fixed bayonets and six paces interval between units, facing S.W. at 9.45 a.m. as follows, from right to left:—

1st Line: Mounted Troops H. K. V. Corps.
Royal Garrison Artillery.
Royal Engineers.
2nd Q. O. Royal West Kent Regiment.
3rd D. C. O. Middlesex Regiment.
2nd Line: The Hongkong Volunteer Corps will be on the left of the first line.
H. K. S. B. R. G. A.
19th Infantry.
19th Baluchis.

The 295 Guns will be posted on the Racing Track on the right flank of the 1st Line.

Band will be massed in the rear of the centre under the senior Bandmaster.

Dress: Staff—White frocks, blue pantaloons and boots.

Units—Review order—khaki with puttees.

Spectators. Officers will wear Review Order—Khaki (white uniform optional).

Adjutants and Markers will be on the ground at 9.10 a.m., but no troops will move on to, or in front of, the alignment until signalled to do so by a Staff Officer.

Troops in the 1st Line will enter the ground by the Golf Club Entrance, those in the 2nd Line by the 1/2 mile track entrance.

The Garrison Police and Local Company, Royal Engineers, will keep the ground under the direction of the Garrison Sergeant Major.

The Chief Engineer will arrange for the erection of the flagstaff on the ground.

THE ROYAL SALUTE.

A Royal Salute will be fired from the Saluting Battery in conformity with the Royal Navy at 12 noon.

The Army Ordnance Department will be closed to-morrow. All schools will be closed on the 9th instant.

Saturday, the 10th instant, will be observed as a holiday by the Troops in Garrison, and Headquarters' offices will be closed except for business of a pressing nature.

CHESS, as played by the Japanese, is the most intricate game in the world. The board has eighty-one squares, twenty pieces are used, and the pieces change their value when they arrive at a certain position on the board.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Lightning*) 11th inst.
French (*Ernest Simon*) 12th inst.
American (*Nippon Maru*) 12th inst.
Indian (*Kutsum*) 15th inst.
Canadian (*Athabasca*) 15th inst.
Canadian (*Empress of Japan*) 18th inst.

The M. M. Co.'s s.s. *Ernest Simon*, with the next French mail, will leave Saigon on 9th inst., at 6 a.m., for this port.

The O. & S. S. Co.'s s.s. *Doric* will sail from Yokohama on 9th inst., and will be due to arrive at Hongkong on 10th inst.

The Imperial German Mail s.s. *Wilhelm* left Nagasaki on 7th inst., at 4 p.m., and may be expected here on 11th inst., at 4 p.m.

The C. P. R. Co.'s s.s. *Athabasca* arrived at Nagasaki at 7.30 a.m. on 8th inst., and leaves again at 2 p.m. same day, for Shanghai, where she is due to arrive at 6 a.m. on 10th inst.

TELEGRAMS.

[Reuters.]

France.

London, 6th November.

The Chamber of Deputies has approved of M. Clemenceau's declaration by 395 against 96.

The declaration further said that, while the peace of the world depends on force of arms, it cannot disarm. France will be careful to maintain and develop the alliance, contracted in the interests of peace, and also well-ried friendships.

The Malay States.

Mr. Churchill stated, in the House, that Lord Elgin was satisfied the immediate abolition of licensed gambling in the Malay States was impracticable, but steps had been taken to restrict it as far as possible, and to prepare the way for an eventual abolition.

The North Pole Expedition.

Lieutenant Peary got within 203 miles of the North Pole. He will make another attempt after refitting.

Later.

Morocco.

The unrest in Morocco is increasing. Boats from the French cruisers were stoned on approaching the pier at Tanier and the crew hooted; several of the crews were injured.

Raisuli's men have seized the power station of the Spanish Electric Lighting Co., at Azila.

Spain has sent a strong remonstrance.

Two French officers and forty native riflemen have been killed in an attack by the Moors.

The United States and Japan.

Mr. Metcalf, accompanied by the Japanese Consul, has inspected the Oriental School in San Francisco, and has received a deputation of Japanese restaurateurs, who complain of being boycotted.

SIR CHARLES DUDGEON.

The compilers of "Who's Who in the Far East" paid Sir Charles Dudgeon a distinct, though possibly an unintentional, compliment when they left his name out of their record of notabilities. That among our cosmopolitan community he has been for some years past the most conspicuous citizen few will deny, and that he has done more than win respect for his abilities has been proved by the warmth of the farewell tributes that have been paid to him this week, and culminated in the China Association's dinner at the Shanghai Club last night (6th ult.). One of the attractions of the forefearer in the Far East is that the severest competition in business interferes hardly at all with the friendliness of social amenities, but it is given to comparatively few to spend thirty years of their life here, to achieve distinction in all directions, and to be able to retire, while still in a vigorous prime, amid general and hearty congratulations.

Sir Charles Dudgeon arrived in the Far East in 1876 at the age of twenty-one. His long connexion with the firm of Messrs. J. & Co., its matter of local and personal history, but the qualities which made for success there have ever been at the disposal of the community as a whole, and it was Sir Charles' never sparing efforts for the furtherance of the welfare of the China merchant that inevitably came in for recognition last night. As Chairman of the Shanghai General Chamber of Commerce and of the local branch of the China Association he was never content to be a mere figurehead and the carefully-prepared speeches delivered at annual and general meetings valuable as some of these have been, were the least of his labours. There have been far more ready and eloquent speakers in the ranks of those bodies, but the very deliberation with which Sir Charles formulated his opinions and the direct terms in which he expressed them, with no ornamental finish, have lent them weight. Nor has he been satisfied with an influence exerted only locally. The recent reinvigoration of the China Association at Home, due in part as it has been to the work of Mr. Cundy, has been also in large measure due to the prompting from Shanghai, and it is no secret that Sir Charles Dudgeon has hopes of infusing yet more energy into the body which alone can claim to represent with any degree of force the united voice of British trading interests in this part of the world. The new conditions in China require very careful and expert watching if the vast opportunities which present themselves for the profitable employment of British capital are not to be allowed to pass, and the task of keeping the Foreign Office alive to those opportunities and the necessity of safeguarding them is as difficult as it is delicate.

That with all his concern for British interests Sir Charles Dudgeon is, and has been, a good friend to the Chinese is only to state that successful business relations require that bargains shall be satisfactory to both parties making them. The Mackay Commercial Treaty, though it has so far produced little practical result, was an endeavour to adjust conditions in a way which would be profitable alike to China and to Great Britain. It remains the basis on which subsequent treaties by other Powers have been negotiated, and although progress has been slow and has for the moment ceased altogether, it seems probable that any settlement, when it eventually comes, must be along some such lines as were there indicated—lines, it need hardly be said here, which Sir Charles had a prominent part in drawing. In other ways Sir Charles has shown his desire to improve Anglo-Chinese friendship, notably as Chairman of the Executive Committee of the International Institute, now after long years of patient endeavour, beginning to exercise an influence in the land. For the reasons we have indicated the departure this week of Sir Charles Dudgeon from China, though it deprives us of a leader here, is not to be regarded entirely as a loss to British interests in China, and it is the expectation of the future that tempers in some measure the sadness inseparable from farewell.—N. C. D. News.

TYPHOON RELIEF FUND.

Fourth claims have been considered by the Sub-Committee and up to the 3rd November relief to the amount of \$92,860.00 has been given for 754 Chinese-owned boats, and \$200 for one European boat.

Sixteen cases of Chinese widows and orphans have been dealt with, grants to the amount of \$992.00 having been made; while the sum of \$463.45 has been paid to the widow of a European.

A payment of \$15,000 has already been made to the Tung Wa Hospital on account of expenses incurred in burying dead bodies and maintaining destitutes.

ANOTHER CASE OF SUICIDE.

CHINESE WOMAN TAKES POISON.

Yet we have to add another name to the list of suicides which have become so plentiful during the past fortnight. This time the victim is a young Chinese woman, who, discovering that her cousin had swindled her out of some property, took an overdose of opium at four o'clock this morning.

The woman—Tsu Lin Ho—eighteen years of age, was married only seven months ago to the son of a well-to-do richly builder, and resides at No. 7, Wanchai Road.

About a month ago the woman's uncle died in Canton and left his property, which consisted of paddy-fields, to be divided between his son and a deceased. On the 4th instant, deceased went down to Canton to take charge of the land willed her, and, according to the story told the police by her father-in-law, she discovered that the rascally cousin had disposed of his share of the property and hers also and had left for another country. Despondent over the affair she returned to Hongkong yesterday afternoon. About four o'clock this morning her father-in-law was awakened on hearing her vomiting and going to her room learnt that she had swallowed opium. He immediately sent for a doctor and called in the police, but the woman died shortly after the messenger had left the house. Inspector Goulay, of No. 2 Police Station, took charge of the body and sent it to the mortuary for examination.

BANKRUPTCY.

RECEIVING ORDERS.

At the Supreme Court this morning, before his Honour the Chief Justice, sitting in Bankruptcy Jurisdiction, Mr. F. N. d'Almada e Castro appeared in the matter of Leung Yung, ex parte Leung Yung, and applied on behalf of the petitioning creditor for a Receiving Order.

His Honour: What was the act of bankruptcy? Mr. F. N. d'Almada e Castro: The act of bankruptcy, my Lord, was the sending of a letter by the bankrupt to my client, in which he stated that he was unable to pay his debts, and asking, therefore, to be excused.

His Honour: What are the liabilities? Mr. d'Almada e Castro: \$3,000, my Lord.

His Honour: And the assets? Mr. d'Almada e Castro: About \$2,000, my Lord. The biggest debt is one of \$1,383 due to Cheung Shun Koo, who has himself been declared bankrupt, and against whom a receiving order has been made.

His Honour (to Mr. Wakeman, Official Receiver): Do you think these assets substantial? Mr. Wakeman: If the debts are good, my Lord, they are quite substantial enough.

His Honour: Well, the liabilities are only \$3,000. Yes, I think the assets are sufficient; I'll make the receiving order.

In the case of the Sam Chuen firm, ex parte Luk Tin Nam, Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared, and applied on behalf of the petitioning creditor, for a receiving order against the bankrupt.

Mr. Gardiner said that application had been adjourned from last Bankruptcy Court day, for the purpose of enabling Mr. Wakeman, the Official Receiver, to secure certain figures to put before the Court.

His Honour: Oh, what were the figures? Mr. Gardiner: They were with reference to the bankrupt's assets.

Mr. Wakeman: I objected on that occasion to the order being made, on account of my not being able to discover sufficient assets, my Lord. I have been able to collect \$600, and this is some tin in the godown, worth about \$500, but there are the expenses of the attachment and holding the same, and of collecting the assets.

His Honour: How much do you think the expenses will amount to? Mr. Gardiner: I should say about \$300—not more.

Mr. Wakeman: Yes, quite that, as I have been in possession for more than a month. After the expenses are considered, there will be a very small amount remaining.

His Honour: What are the liabilities? Mr. Wakeman: About \$20,000, my Lord.

His Honour: \$20,000?—and you have only about \$1,000.

Mr. Wakeman: I have only about \$630, my Lord.

His Honour: Well, I will make the receiving order.

PETITION DISMISSED.

Mr. G. E. Morrell, of Messrs. Denny and Bowley's office, Crown Solicitors, appeared in the case of the Wai Ta Cheun firm, adjourned from last week, to give his Honour time to consider the question of service of the petition. This petition was for a receiving order against the bankrupt.

His Honour held that the service was bad, as the act of bankruptcy, on which the petition was based, could not be committed by the assistant accountant, as the law required that the act of bankruptcy must be committed by a partner or any person in authorized charge of the business. This the assistant accountant was not, and the petition must be dismissed.

SHANGHAI CRIMINALS.

ARRIVAL IN HONGKONG.

As soon as the Indo-China steamer *Hang-tung* anchored in the harbour shortly after nine o'clock this morning Detective-sergeant Witten and Police-constable Aitte stepped on board and took charge of three European prisoners, who were convicted in Shanghai recently and were sent down to Hongkong to serve their sentences here. The prisoners were P. S. Hyndman, G. P. N. Rosser and C. E. Ellaby.

The sentence on Hyndman—who is well-known in Hongkong—for the manslaughter of Harry Smith, the particulars of which are still fresh on account of the sensation the trial caused both here and in Shanghai—is eighteen months with hard labour, while Rosser and Ellaby will undergo a term of three and two years, respectively, with hard labour. They will be remembered; were charged with grand larceny. They were stated to have chloroformed the salesman of a large jewellery establishment in Yunnan Road and made away with several thousand dollars' worth of jewellery. They then rushed for a private launch that was waiting for them and owing to the delay in leaving they were secured; for, in the meantime, the man recovered consciousness and had reported the matter to the Municipal Police.

When the police from Tsim-tai-sui got on board the *Hang-tung* the prisoners, who were in charge of Mr. H. Moore, usher of H.B.M.'s Supreme Court, Shanghai, and escorted by Detectives Curckshank and Morrow, of the Shanghai Police, were all ready to leave the ship, each man carrying his own luggage. They were taken on board a police launch and landed at Blake Pier. Rosser and Ellaby appeared to be taking matters badly. With bowed heads they marched to the prison, never looking round. Hyndman, who wore a thick beard, did not appear to be worrying himself a bit. On passing the Courts on the way to the goal he recognised a few old acquaintances, and greeted them with a smile and a nod. The three men passed through the huge iron gates of the prison—their destination—and will serve out their terms of imprisonment here.

A TYPHOON SURVIVOR.

GOES TO SINGAPORE FOR REPAIRS.

The German steamer *Emma Luken*, which arrived here yesterday from Hongkong in ballast, has come to Singapore to be docked, says the local Press of this inst. The *Emma Luken* was badly knocked about in the typhoons whilst she lay in Hongkong harbour and was in collision with another vessel when the ships in the harbour were flung about like corks by the fury of the storm. That the *Emma* has had a bad experience is proved by the fact that her port quarter and side are badly smashed, the rail and bulwarks being broken in. The side plating is also badly bulged and the after part of the midship deck is twisted. Her bows are also dented and indeed the whole appearance of the vessel speaks for the fury of the gale. Captain Ueberfeldt said that the Hongkong Docks are full up, and will be busy for some time, repairing vessels crippled and disabled by the typhoon; hence he was ordered by his owners to bring the *Emma* to Singapore for repairs. Fortunately for the *Emma*'s owners she will not have to wait docking accommodation at Singapore for work is slack at the Tanjong Pagar Docks and most of the big basins are vacant. The damage, as already stated, is considerable and the ship will probably be in dock here about a couple of months, whilst the cost of repairing her will run well into \$15,000.

THE SHANGHAI DOCK CO.

The writer of "Notes and Comments" in the *N. C. D. News* of 2nd inst. remarks:—The opposition, chiefly anonymous, which has been levelled during the past few days at the scheme for developing hitherto unused properties of the Shanghai Dock and Engineering Company, is almost entirely of expression at the meeting yesterday, when criticism would no doubt have been welcome. That there is a certain amount of distrust of any new scheme which promises to rehabilitate the fortunes of the Dock Company is only to be expected after the experience of recent years. The new scheme itself of necessity would meet with opposition from those interested in other concerns, whose business is to be challenged, and there is also some opposition to it for Stock Exchange motives. The divergence of opinion was evidenced by the result of the voting, but after the lucid exposition of the proposed scheme by Mr. Taylor, backed as it was very strongly by such men as Sir Charles Dudgeon and Mr. Cecil Holliday, in whom the public are bound to have much confidence, there was practically no alternative but to approve of the proposition, especially as there will be an opportunity at the confirmatory meeting for rejecting the scheme if, upon fuller examination which the reports in the public Press makes possible, shareholders consider it advisable so to do.

LEAGUE CRICKET.

CRAIGENGOWER V. ROYAL ENGINEERS.

This match will take place on Saturday next at 2.15 p.m. on the Garrison Ground. The Craigenower team will be as follows:—L. E. Lammer (Capt.), R. Lasa, A. O. Brown, L. A. Rose, R. Pestonji, J. D. Kinnaird, E. Irving, R. B. Cooper, S. F. Green, J. Craik and L. Vincent.

The following is the League table up to date:—

Club.	Played	Won.	Lost.	Drawn.	Points.
Craigenower	3	1	1	1	3
Kowloon	3	1	1	1	3
Civil Service	1	1	0	0	2
Hongkong Police	1	1	0	0	2
H.K.C.C. "A"	2	1	1	0	2
R. F.	2	1	1	0	2
Army Staff	2	1	1	0	2
3 points = a win.					
1 point = a draw.					

SOCIETY OF ST. VINCENT.

DR. PAUL.

FORTHCOMING "AL FRESCO" FETE.

The season is once again upon us when the rich and well-to-do are asked to open their purses on behalf of their poorer brethren in this Colony, and one of the most deserving charitable Societies will endeavour, on Sunday next, to raise the necessary funds to enable it to continue its good work, quietly and unostentatiously done, for yet another year. But this appeal to the charitably inclined is no mere cold, "stand and deliver" subscription list—it takes the form of an *al fresco fete*, and each one present will receive a *quid pro quo* in the shape of a souvenir in exchange for his entrance fee.

On Sunday night in the compound of the Roman Catholic Cathedral, Glenelg, the Society of St. Vincent de Paul will hold their annual *fete* from 9 to 11 p.m., but friends and sympathisers are invited to be present in the afternoon, from 2 to 7 o'clock, to inspect the various articles which will be offered for sale in the evening. For several months past the committee, a very representative and comprehensive one, among whom Mr. F. P. de V. Soares is quite the moving spirit, have been very busy preparing for this annual event, and now the result of their labours is manifested by the large quantities of delicate and dainty articles which will be held, as they hope, and as they should be, on Sunday night. From England Mr. Soares has received many packing-cases filled with all kinds of useful and ornamental articles, to appeal to the taste of man, woman and child alike. For the householder are most elegant tea-sets, flower stands, bowls and vases, fruit dishes, anti-tannin tea-pots, and patent infusers, all of the latest of patterns, while there is also a very large quantity of handsome crockery and porcelain ornaments of various shapes and sizes, ornamented with views of the Roman Catholic Cathedral, from photos sent home by Mr. Soares for the purpose.

Then there is a fine lot of large and handsomely framed pictures, views of English scenery, after well-known artists. An immense crockery-ware bread-pan should attract the careful boarding house-keeper on account of its capacity for holding a very large quantity of the "staff of life," and keeping it in fine condition. For the men there are to be found very neat shaving mugs, also ornamented with views of the Cathedral, slippers, and cigar-cases. The little jars are by no means forgotten, and great care has been exercised in the selection of games for them, both for indoor and outdoor, and as a result there are to be found every kind of the newest games, which, besides being most amusing for the children are at the same time, for the most part, instructive as well, so that even while enjoying themselves at play the juveniles may be learning something as well. Games such as "Who's Who?", "A.B.C.", an aid to spelling; "The Art Gallery," "Fortune-telling from quotations of the best authors and poets." Then there are drawing-room and lawn quoits, perambulators for dolls and babies, rocking and tricycle-horses, and hundreds of other things of the sort besides large quantities of sweets of which Messrs. C. and E. Morton & Co., the well known purveyors, have presented six dozen bottled samples. While for "sports" and picnics are to be found quantities of the same firm's pointed meats, put up in specially labelled tins for the occasion. Of these, small crates containing half-a-dozen tins each will be given away amongst the souvenirs, among which will be found articles for young or old of either sex.

In view of the fact that all this trouble is being gone to in the interests of a great charity, and that no one will leave the Cathedral compound on Sunday night empty-handed, but will carry away a memento of his charitable intention, it is earnestly to be hoped that the attendance will be a very large one, for the needs of the Society for the support of the many poor families and orphans for which they are making themselves responsible. Amongst other pressing requirements urgently called for are 60 new beds for the hospital at Wanchai, those at present in use being made of absorbent wooden boards laid on trestles, and from their age and the use they have been put to hitherto, they are now no longer fit for anything but firewood. Then another urgent call upon them is one which all must sympathize as the cold weather approaches—and that is a supply of blankets for distribution to the poor. Last year, owing to want of funds, the Society was prevented from making the periodical distribution of blankets, and now those last distributed are now worn thread-bare, and no longer afford any warmth or comfort.

The grounds of the Cathedral compound are now being arranged for the *fete* and will themselves be worth a visit, as they, as well as the stalls, will be profusely illuminated and decorated throughout, thus making a very attractive after-dinner promenade.

During the afternoon, tea and cakes, especially made by the ladies of the Society, from Australian flour specially presented for the purpose, will be served, while visitors will be enabled to stroll round and inspect the stalls, while listening to the strains of Machado's string band, which will play the following programmes between 2 and 5 p.m.:—

1. March "Semper Fidelis"
 2. Selection "Catch of the Season"
 3. Overture "Il Barbiere di Siviglia"
 4. Valse "Florodora"
 5. Cake Walk "Anona"
 6. Barn Dance "Happy Dances"
- At night from 9 to 11 o'clock the band of the Royal West Kent, by kind permission of Col. Fitton and officers, will play the following selections.
1. March "The Kaiser Brigade"
 2. Valse "Pie and Peasant"
 3. Selection "Till's Song"
 4. Song (Coral Solo) "Sing me to sleep"
 5. Valse "Gold and Silver"
 6. Capriccio Espanol "Morales"
 7. Selection "Carmen"
 8. Grand March "Rory and King"
- God Save the King.

H.E. CHOW FU.

ARRIVAL IN HONGKONG DELAYED.

H.E. Chow Fu, the new Viceroy of the two Kwang provinces, was expected to arrive at Hongkong from Shanghai this forenoon, and preparations had been made by the Chinese population to accord him a hearty reception. The day wore on, however, and as there was no sign of the steamer *Anping*, the conclusion was arrived at that the thick weather outside had detained the vessel with her distinguished passenger. Several Chinese gentlemen had proposed to entertain His Excellency to a cold collation at Thomas' Hotel, but as nightfall approached without any appearance of the Viceroy the project had to be abandoned. Crowds of Chinese viewed the decorations which had been erected at the hotel in honour of the expected guest.

At Shanghai Viceroy Chow Fu gave a dinner to the local officials at the Bureau of Foreign Affairs at 6 p.m. on the 1st November. On the 2nd inst. at 10 a.m. the Viceroy paid his respects to the temple of the late Li Hung-chang at Sincang Road.

The Viceroy inspected the Kiangnan Arsenal and Dock, on the 3rd, and attended the International Institute in the afternoon.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers.—National Banks \$47, Hongkong \$53.21, China \$55, H.K. C. and M. Steamships \$57, Shell Transports \$11, Humphreys Estates \$14, Dairy Farms \$18, Electric \$15.
Sellers.—Hongkong Banks \$87.14, Unions \$77.5, Cantons \$300, Indo-Chinas \$73, China and Manila \$53, Douglas \$40, China Sugars \$145, Raubs \$9, Hongkong Docks \$51, Kowloon \$40, Hongkong Lands \$104, West Point \$50, Cottons \$11, China Homes \$10, China Provident \$2.5, Cements \$19, Ices \$230, Ropes \$72, China Light and Power \$10, A. S. Watsons \$12, Powells \$8.
Sales.—China \$55, Hongkong Lands \$104, Dairy Farms \$18, Tramways \$115.
Nominal.—Shanghai Docks \$15.10, Hongkong Wharves \$15.32, Hongkong Hotels \$11.24.

KAUB CRUSHING.

Messrs. E. S. Kadoorie & Co. inform us that they are in receipt of telegraphic advices from Singapore, informing them that the crushing of the Kaub Australian Gold Mining Co. for the past 4 weeks yielded 814 ozs. smelted gold, from 5,393 tons stone.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/3 7/16
Do. demand 2/3 1/2
Do. 4 months' sight 2/3 1/4
France—Bank T.T. 2/3 1/2
America—Bank T.T. 2/3 1/2
Germany—Bank T.T. 2/3 1/2
India T.T. demand 17 1/2
Shanghai—Bank T.T. 1/2 1/2
Singapore T.T. 1/2 1/2
Japan—Bank T.T. 1/2 1/2
Java—Bank T.T. 1/2 1/2

Buying.

4 months' sight L/C 2/4 3/16
6 months' sight L/C 2/4 3/16
30 days' sight San Francisco & New York 56 1/2
4 months' sight do. 57 1/2
30 days' sight Sydney and Melbourne 2/4 7/16
4 months' sight France 2/3 1/2
6 months' sight 2/3 1/2
4 months' sight Germany 2/4 3/16
Bar Silver 32 13/16
Bank of England rate 6 1/2
Sovereign 8.66

To-day's Advertisements.

SALE OF H.M.S. "PHOENIX."

TENDERS for the SALE of the above vessel, as the lies at standing at Kowloon COALING DRY DOCK will be received by the NAVAL STORE OFFICER, H.M. NAVAL YARD, Hongkong, up till noon on the 30th November. The purchaser will be required to remove and break up the vessel within a reasonable time, and will be called upon to deliver to the Naval Yard the Ship's Boilers and Anchors. Intending purchasers can inspect the vessel on and after the 17th instant on application during Yard working hours. The highest Tender will not necessarily be accepted.

The particulars of the Ship are as follows:—Steel Twin Screw Coppered. Sloop of 185 feet length, 32' 6" beam, Displacement 1,550 tons, fitted with Vertical Triple Expansion Engines. Further information and particulars as to sale to be obtained on application to the Naval Store Officer, H.M. Naval Yard, Hongkong, Hongkong, 8th November, 1906. [1077]

PUBLIC AUCTION.

AT the Undersigned's Sales Room, 12, Robinson Road, KOWLOON, VERY VALUABLE RARE OLD POSTAGE STAMPS, TO-MORROW NIGHT, (FRIDAY), the 9th November, 1906, at 9 P.M. TERMS:—As usual. F. KIENE, Auctioneer. Hongkong, 8th November, 1906. [1078]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer "KWONG TUNG" 1,138 Tons, H. W. WALKER. Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening. Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening. This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins. Passage Fare—Single Journey, \$5 (Servant Meals included). \$1 each. The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO. LD., No. 8, Queen's Road West, Hongkong, 7th November, 1906. [1075]

Intimations.

THE ROBINSON PIANO CO., LD.,

ARE SHOWING

HIGHEST CLASS

PIANOS,

BY

THE LEADING MAKERS

OF

THE WORLD.

Steinway,

Bechstein,

Bluthner,

Winkelmann,

Collard & Collard,

Hopkinson,

Haake,

Krauss, & Co.

CASH OR CREDIT,

OR ON

HIRE FROM \$10 PER MONTH

INCLUSIVE.

Hongkong, 22nd August, 1906. [138]

MOËT & CHANDON'S

HIGHEST GRADE OF CHAMPAGNE IS

"DRY IMPERIAL" BRAND

AS SUPPLIED BY ROYAL WARRANTS

TO

KING EDWARD VII.

THE EMPEROR OF GERMANY.

THE CZAR OF RUSSIA.

ALSO SUPPLIED FOR THE

LEADING PRESIDENTIAL

BANQUETS

OF

FRANCE AND THE UNITED STATES

SOLE AGENTS:

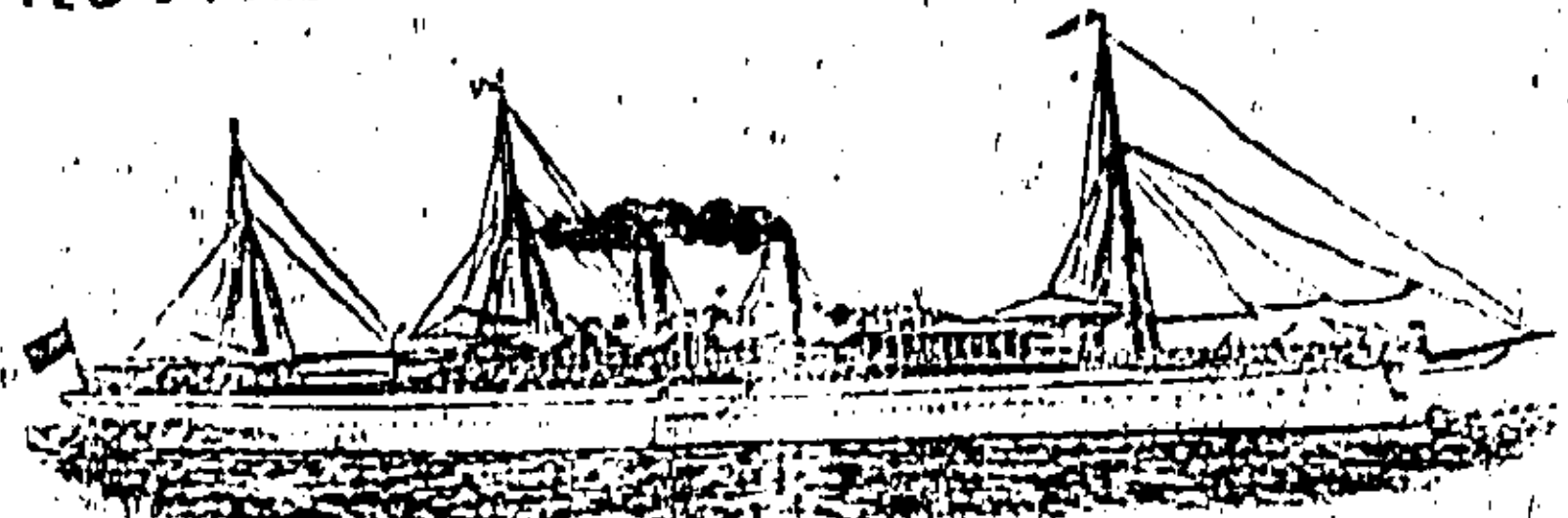
H. PRICE & CO.,

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL,

Hongkong, 8th November, 1906. [141]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 19 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA".....6,000.....		THURSDAY, November 22.....	December 10
"ATHENIAN".....3,882.....		WEDNESDAY, November 28.....	December 22
"EMPERESS OF JAPAN".....6,000.....		THURSDAY, December 20.....	January 7
"MONTEAGLE".....6,163.....		WEDNESDAY, December 26.....	January 19
"TARTAR".....4,425.....			
"EMPERESS OF CHINA".....6,000.....			

"EMPERESS" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOBÉ, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 224 days, from YOKOHAMA, and 291 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate or 2nd Class.....£40.
Steamers, and 1st Class on Railways £40.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Hongkong, 25th October, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA.....	YUENSANG	FRIDAY, 9th November, 4 P.M.
S'PORE, SAMARANG & SOERABAYA.....	YUENSANG	SATURDAY, 10th November, 3 P.M.
SHANGHAI.....	HANGSANG	SATURDAY, 10th November, 4 P.M.
S'GAPORE, PENANG & CALCUTTA.....	FOOKSANG	TUESDAY, 13th November, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 8th November, 1906.

CHINA NAVIGATION CO., LIMITED.

For	Steamers	To SAIL
SHANGHAI.....	"KIUKIANG"	9th November.
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN.....	"KWEICHOW"	10th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.....	"TAIYUAN"	12th "
MANILA.....	"TEAN"	14th "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO.....	2540	R. Rodger.....	MANILA (DIRECT)	SATURDAY, 10th Nov., at Noon.
ROBIN.....	2540	R. Almond.....	"	SATURDAY, 17th Nov., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 3rd November, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"BRAEMAR".....	16th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 3rd November, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.
PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HAMBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidship, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBÉ, YOKOHAMA, TSINGTAU, CHEFOU AND TIENTSIN VIA SHANGHAI.

HOHENSTAUFEN.....	Capt. Jaeger.....	2nd December.
SILESIA.....	" Bahle.....	2nd January.
SCANDIA.....	" v. Doehren.....	1st February.
HAMBURG.....	" Filler.....	4th March.
RHENANIA.....	" v. Hoff.....	3rd April.
HOHENSTAUFEN.....	" Jaeger.....	1st May.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

RHENANIA.....	Capt. v. Hoff.....	14th December.
HOHENSTAUFEN.....	" Jaeger.....	11th January.
SILESIA.....	" Bahle.....	8th February.
SCANDIA.....	" v. Doehren.....	2nd March.
HAMBURG.....	" Filler.....	5th April.
RHENANIA.....	" v. Hoff.....	3rd May.
HOHENSTAUFEN.....	" Jaeger.....	14th June.
SILESIA.....	" Bahle.....	12th July.
SCANDIA.....	" v. Doehren.....	9th August.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBÉ & YOKOHAMA AND ALUSIA.....13th November.
FOR SHANGHAI, KOBÉ & YOKOHAMA AND AMBRIA.....20th November.
FOR SHANGHAI, KOBÉ & YOKOHAMA AND HOHENSTAUFEN.....2nd December.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.
Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.

FOR HAVRE, BREMEN AND HAMBURG.....	BRISGAVIA.....	14th Nov.
FOR HAMBURG.....	SEGOWIA.....	24th Nov.
FOR HAVRE, ANTWERP AND HAMBURG.....	SITHONIA.....	30th Nov.
FOR NAPLES, HAVRE, BREMEN & HAMBURG.....	RHENANIA.....	14th Dec.
FOR HAVRE AND HAMBURG.....	C. FERD. LAEISZ.....	22nd Dec.
FOR HAVRE AND HAMBURG.....	ANDALUSIA.....	28th Dec.
FOR NAPLES, HAVRE, BREMEN & HAMBURG.....	HOHENSTAUFEN.....	11th Jan.
FOR HAVRE AND HAMBURG.....	ALESIA.....	15th Jan.
FOR NAPLES, HAVRE AND HAMBURG.....	SILESIA.....	8th Feb.

Hongkong, 7th November, 1906.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship
"MERIONETHSHIRE" will be despatched for the above Ports, on or about the 15th of November, and will be followed by the Steamship

"FLINTSHIRE"

on or about the 20th November.

For Freight and Passage, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 16th October, 1906.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship
"DAKOTAH" will be despatched for the above Ports, on or about the 21st November, 1906.

For Freight and further particulars, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 24th October, 1906.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"EASTERN," Captain McArthur, will be despatched for the above Ports, on SATURDAY, the 1st December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 30th October, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, via JAPAN PORTS. Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO MARU," 6,000 tons. Captain W. E. C. S. Filler, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,

Manager,
York Building.

Hongkong, 4th October, 1906.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community,

is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages \$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

DIAMOND ISLAND EXPEDITION.

THE CHAIRMAN AND DR. JAMESON.

"Jameson pledged his word that if a reasonable indemnity was paid, the expedition would be allowed to prospect on its objective island." This version of the proceedings of the Collis Diamond Syndicate's interview with the Cape Premier, Sir Alexander Muir-Mackenzie, at the meeting of shareholders at the Charing Cross Hotel, says the P. M. G. of 8th ult. The meeting was private, but I have authority for stating that the following is an outline of the chairman's speech:—

Sir Alexander recapitulated in the fullest terms the history of the syndicate's movements since the Xema left Gravesend on August 4 last, mentioning the various instructions that were given, and reminding the meeting that Mr. William Griffith, who went ahead of the expedition, was duly picked up on the voyage, and that the Xema was proceeding to its objective island when it was intercepted by a British man-of-war. After this unexpected incident the Xema proceeded to Cape Town and communicated with the headquarters of the syndicate.

An account was given by the chairman of the interviews between deputations of the directors and the Agent-General for Cape Colony and Dr. Jameson, the Premier (Dr. Jameson's) promise being definitely stated in the terms above recorded. As to the subsequent offers of the Cape Government, the chairman remarked that they were tantamount to a direct refusal and were absolutely useless for the purposes of the syndicate.

Mr. H. C. Campion, the solicitor, also addressed the meeting on the legal position of the syndicate, and the meeting was considering the course of action to be pursued at the time we went to press.

The chairman was supported by the full board of directors, by the general manager of the syndicate (Mr. E. Kenyon Collis), the secretary (Mr. G. F. Bond), and the solicitor to the company (Mr. H. G. Campion).

NEW BUILDINGS IN CALCUTTA.

The inhabitants of this city will be interested to learn of the various buildings in course of construction, two of which are of great importance to the commercial world, inasmuch as they are meant to be occupied by that section of the community, says the "Englishman."

The Chartered Bank building which is in course of construction in Clive Street is one of the most important and one that is likely to form a landmark in this historic city. It is being erected by the well known firm of Builders' Architects, Messrs. Martin and Co., and was designed by Mr. Edward Thornton, F. R. I. B. A., of that firm. This magnificent edifice will cover no less than 40,000 square feet. The ground belongs to the Burdwan Raj Bala and has been leased to the Chartered Bank for 99 years. The bank is erecting the building at a cost of nearly twelve lakhs of rupees. At the expiry of the lease the building will, it appears, become the property of the Burdwan Raj, but the bank will continue to occupy it, if they so decide on terms to be arranged. The building itself will be one of the most artistic and impressive in the whole city. The architecture will be an admixture of classic and oriental. It will be four storeys high. The ground floor will be occupied by the bank, the second and third storeys will be mainly let out as offices and the fourth storey will be residential, and will probably be occupied by the manager of the bank. One of its striking features will be the towers.

There will be two main towers of artistic architecture, one on the North frontage and another on the West frontage each of which will be 120ft high. There will also be five other minor towers, three of which will be 108ft high and the others 86ft, each. One of the main towers will be a clock tower. The building will also have two imposing frontages 320ft long and the other 140ft, and last though by no means the least point of interest will be the immense hall on the ground floor which will be 225ft long and 135ft wide. The building will take two years to complete, but when ready it will, we think, stand out as one of the handsomest and most imposing buildings in the mercantile quarter. In fact when the present Bengal Chamber of Commerce and Royal Exchange Building is demolished (which will, we understand, be done some five years hence) and its place taken up by the elegant structure which is in contemplation there will be such an array of magnificent buildings in Clive Street and the neighbourhood as will befit the second city in the Empire and one of the principal centres of the gigantic trade in India.

The Old United Services Club was pulled down about a year ago and in its place is being erected a building of some importance. It is to be four storeys high; the ground floor for the purpose of a show-room, and the first, second and third storeys will be utilised as residential quarters. It is owned by Mr. J. E. D. Ezra and is being built by Messrs. Macintosh Burn and Co. This in itself ought to be a guarantee of what the structure is likely to be when finished. The principal feature of this great building will be the show glasses on the ground-floor facing Chowringhee. Each glass will be some eight to ten feet square, supported by masonry pillars in between. At the back of this floor will be erected godowns of large dimensions for the storage of goods, the floors and walls of which will be damp proof so that the goods stored in these godowns will be fraught with no danger of being damaged whatever. This building in addition to being an ornament to the locality will be a great convenience to the public and there is no doubt whatever that it will be occupied by one of our large trade houses as soon as finished. When the plan went before the Buildings Sub-Committee of the Calcutta Corporation, one of our supposed able Commissioners, who shall be named, strongly objected to it and in doing so said he did not see why his brother Commissioners should agree to Chowringhee

